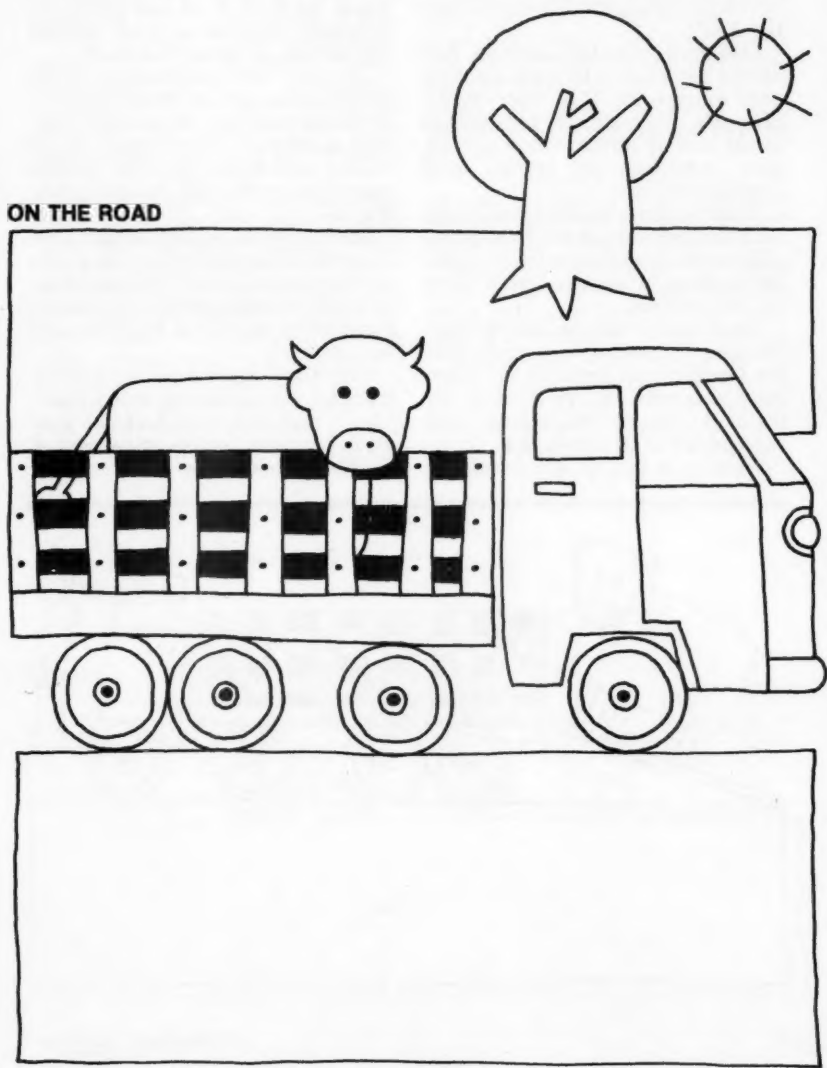


agricultural situation

THE CROP REPORTERS MAGAZINE • MARCH 1976
U.S. DEPARTMENT OF AGRICULTURE • STATISTICAL REPORTING SERVICE

ON THE ROAD



ON THE ROAD

"Good service at reasonable prices." Basically, that's what cattlemen have to say about for-hire trucking services.

That may not be the reaction expected by some shippers and haulers, however, as SRS enumerators began surveying cattle dealers and feedlot operators at the request of USDA's Economic Research Service (ERS).

Livestock trucking services had drawn complaints by both shippers and haulers of U.S. beef cattle. Shippers, for instance, complained about lack of service when needed, poor condition of trucks, and negligent drivers.

Some haulers, on the other hand, claimed they earned too little to provide more adequate service, and that low returns frequently forced them out of business.

Amid these charges and countercharges, proposals were made that the Government regulate the interstate shipment of live animals by truck. So far, no regulations have been added to the lawbooks.

Whether in fact livestock truckers

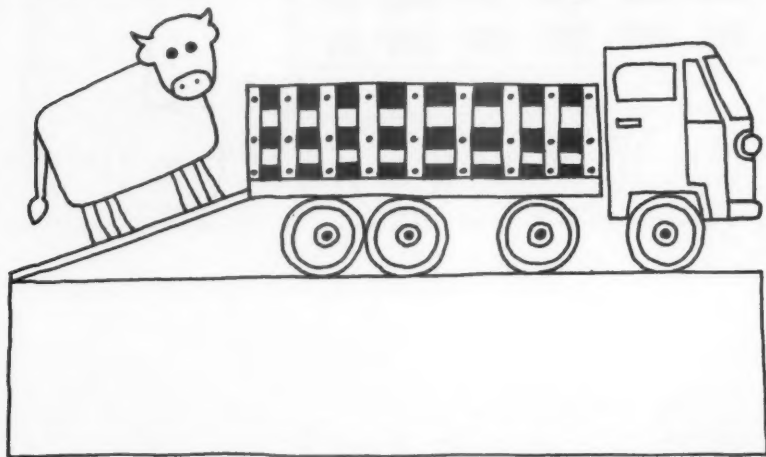
engage in any practices that would justify Federal regulation was one of those things the Economic Research Service hoped to determine when it launched a comprehensive study of the livestock trucking industry in the early 1970's.

Finding out exactly what cattle dealers and feedlot operators think about the level, kind, and quality of livestock trucking services formed the second phase of that study.

To get this information, SRS enumerators interviewed over 270 livestock handlers—including clearinghouses and other dealers—in 13 States and more than 600 feedlot operators in five top cattle feeding States.

Ninety-seven percent of the livestock handlers and 99 percent of the feedlot operators shipped their cattle entirely by truck, with hired truckers accounting for about four-fifths of the hauls.

Did they have trouble getting truckers during the previous year? "Yes," replied nearly half the livestock handlers, but only 8 percent of the feedlot operators.



Researchers checked data from SRS's State offices in the five major feeding States to see if they could detect any seasonal patterns to interstate cattle shipments. Presumably, seasonality would create peak demand periods for livestock shipping services.

Seasonal patterns were found in each of the five States. Iowa, Nebraska, and Texas experienced their heaviest shipments from September through November. Shipments to Colorado peaked in May, June, and October, and California's big months spanned October to December.

Meantime, despite some regional variations, livestock shippers said they had the most trouble hiring truckers during September, October, and November—leaving little doubt that demand for hired trucking services during peak shipping periods often outruns the supply of readily available equipment.

Large-volume shippers tended to run into more difficulty finding cattle haulers than smaller operations. The reason: small firms

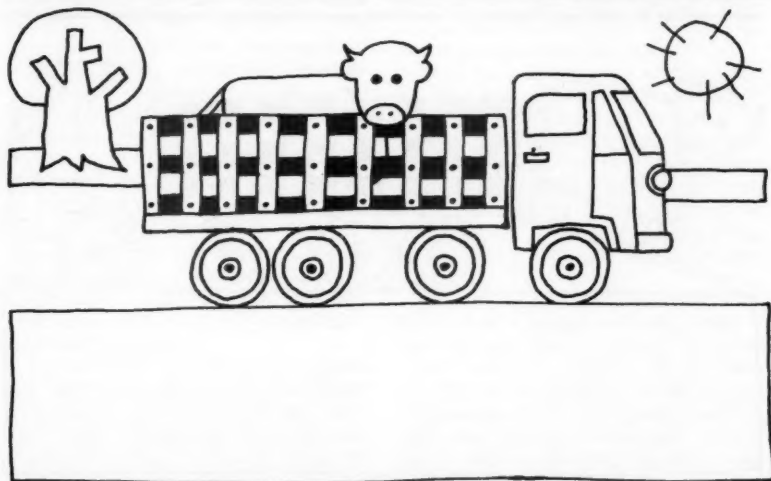
appeared to haul more of their own cattle.

All livestock shippers have to cope with animal weight loss, but they don't all agree on what causes it. Some cattlemen have charged that driver carelessness is the No. 1 reason.

But when they analyzed survey findings, ERS researchers concluded that improper handling was not a major factor in animal shrinkage. In fact, most cattlemen implied that lost pounds stemmed from factors beyond the control of hired drivers.

Large-volume shippers, for instance, tended to blame the length of time on the road—a logical assumption since their cattle usually travel farther than those shipped by smaller firms, who more often cited overcrowding and condition of the animals before loading.

Inevitably, some cattle die in transit, again raising the issue of trucker negligence. Still, survey results showed no excessive losses, and cattlemen seldom reported careless drivers as the cause.



Losses to livestock dealers averaged only 6 cattle a year per firm, and numerous feedlot operators claimed that none of their cattle had died in transit during the previous year.

Larger livestock dealers tended to blame the deaths on condition of the animals before shipping, while smaller firms more frequently listed over-crowding and trampling.

What about reimbursement? Some cattlemen claimed they were never repaid for cattle lost on the road. Yet over three-fifths received either full or partial payment . . . and within 30 days.

How cattle and calves weathered their journey gave survey analysts a key indication about the quality of livestock trucking services. Most cattlemen rated end-of-trip condition "excellent," "good," or "acceptable." None said animals arrived in "poor" condition, and only 1 percent described the cattle in "fair" shape.

Asked to rate for-hire trucking services either "satisfactory" or "unsatisfactory," 86 percent of all the handlers and 90 percent of the

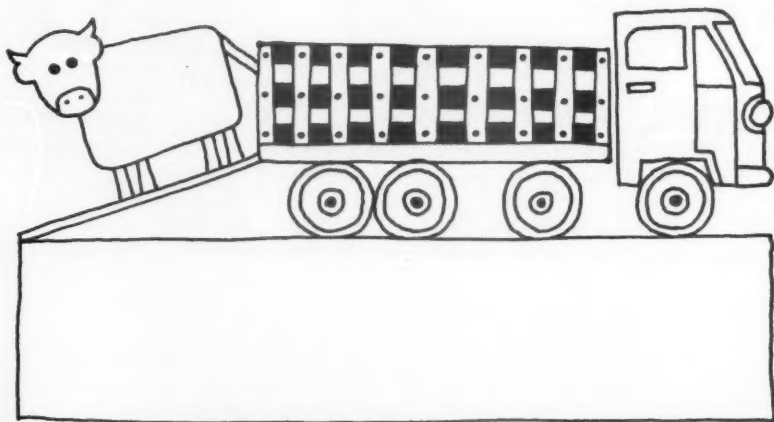
feeders opted for the former, and only 4 percent of the handlers said services were poor. Ten percent of the cattle dealers and 8 percent of the feedlot operators failed to respond.

What did shippers like about the service they got? Most cited the positive attitude of their hired haulers, prompt service, and good equipment. They also gave high marks for courteous drivers.

Disgruntled customers, on the other hand, singled out poor quality drivers, faulty equipment, bad management, slow service, and lack of trucks.

Looking at overall survey results, ERS analysts found no real indications that subjecting interstate motor carrier service to Federal regulation would substantially improve its performance.

And while researchers didn't directly study the profit margins of livestock carriers, they concluded that the truckers were probably not pulling in excessive gains. Otherwise, more cattle shippers would have supplied their own transportation.



A HARDIER ELM BOWS IN

Nearly every American city has an Elm Street. At one time large numbers of the stately trees lined roads and shaded parks and lawns from the Great Plains to the Atlantic. It may not be long before they're back again.

Dutch elm disease is blamed for the decline of the American elm since the 1930's. But scientists with USDA's Agricultural Research Service (ARS) have come up with a hybrid that's resistant to the disease. Named Urban elm, its moderate size makes it even better suited to urban planting than the American elm.

The new hybrid stands up under drought, pollution, soil compaction, and limited root space as well as Dutch elm disease. Researchers say it grows fast in a variety of soils and retains its dark green foliage longer than most other trees. Limited supplies of Urban elm will be available commercially in about 3 years.

In 1956 researchers began looking for seedlings that could withstand inoculations of the fungus that causes Dutch elm disease. Those that showed promise were put to tests in which scientists injected plants grown from cuttings with strains of fungi at different times of the year.

Under an agreement with ARS, wholesale nurserymen have been testing the tree for the past 2 years to see how well it adapts to various climates. Nurserymen must propagate enough of the plants, though, to insure that the hybrid will be available to other dealers before commercial trade begins.

At one ARS laboratory, scientists are working on six more hybrid elms that could also be released within a few years. Two of their hopefuls are American elms with moderate to high disease resistance.

Of all the elms under study, it could almost be said that no two look alike. Some can be shaped into shrubs and others may shoot to heights of 15 feet in only 3 years.

The battle against Dutch elm disease, however, extends well beyond breeding resistant varieties. Existing elms are still threatened by the disease, which has already claimed \$1 billion in losses. Under scrutiny right now are chemicals that can be injected directly into the trees and the use of sex attractants to mass trap the elm bark beetle, a known carrier of the disease.

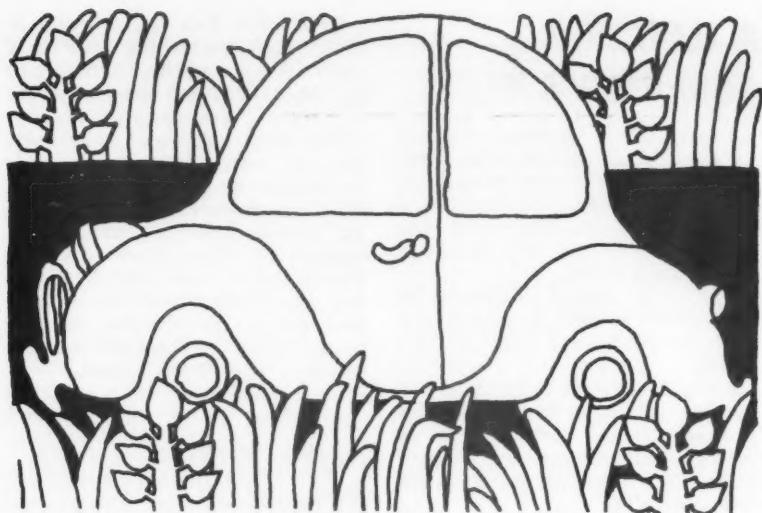
FUEL FOR FOWL

In 1974, the U.S. poultry and egg industries ran up an energy bill of close to \$550 million. If that sounds high, USDA economists tell us that the outlay for 1975 was probably 15 percent higher. This year may bring even steeper energy costs as additional price hikes occur.

The energy bill for 1974 amounted to only 2 percent of gross farm income to egg and poultry producers and 9 percent of total farm-to-consumer marketing costs.

Just to produce eggs and poultry in 1974, it took 195 million gallons of propane, 49 million therms of natural gas, 9 million gallons of fuel oil, 33,000 tons of coal, 31 million gallons of gasoline and diesel fuel, and 1.4 billion kilowatt hours of electricity. Various marketing activities consumed even bigger amounts.

But while poultry and egg industries need a lot more energy than a decade ago, they use less of it for each unit of output. That's due largely to economies of scale in the producing and marketing sectors, increased density of supply areas, more direct marketing channels, and improved technology.



AT THE HIGHWAY'S EDGE...

Armed with a permit and some fertilizer, farmers and ranchers now can feed their animals and save money by harvesting forage from medians and roadsides.

Studies by USDA's Agricultural Research Service (ARS) show that adding fertilizer to these areas produces up to three times more forage than leaving them untreated. And there are other advantages as well.

County and State highway departments save time mowing right-of-way areas. Motorists come out ahead too, since fertilizer improves scenery by keeping roadsides greener, longer.

In the winter, uncut grass collects drifting snow which can then block highways. Removing the grass lets snow blow across the road rather than collecting on it. Mowing the grass may also mean fewer fires, since late model cars with hot catalytic converters can start fires when driven into tall, dry grasses.

ARS researchers began their work on selected plots along a Wyoming highway. Test plots treated with 80 pounds of nitrogen and 56 pounds of

phosphorus averaged nearly 12,000 pounds of forage per acre—20 times more than untreated plots.

One scientist noted that areas nearer the highway produced almost 1,000 pounds more forage per acre than those farther away. That's because rain runoff from the highway benefits grasses closest to the road.

Crested wheatgrass dominated the harvested area. Other species included alfalfa, yellow blossom, and sweet clover. The ARS team pointed out that fertilized wheatgrass contained 3 percent more crude protein than nonfertilized wheatgrass. But fertilized or not, all forage provided adequate calcium and phosphorus for livestock nutrition.

Because of mixing from road construction, soil texture along roadsides varied considerably. In most cases, though, soil acidity tested nearly neutral.

Anyone who'd like to cash in on this unused resource should first check with local highway departments and get a permit if required.

WINGING IT

It all started in the 1950's, when perhaps a dozen Holsteins boarded a plane to Buenos Aires. Since that time, air shipping of U.S. livestock has grown to the point where some 80 percent of all cattle moving outside North America go by air.

Together, air travel and cattle exports reflect near revolutionary changes in both transportation means and foreign livestock operations.

In the first case, larger and faster planes that adapt to a variety of cargoes, better handling and environmental conditions, and competitive pricing have drastically increased the number of cattle and other live animals—horses, hogs, sheep, and poultry—taking to the air these days. At the same time, lack of U.S. flagships designed to transport livestock, and heavier death losses associated with lengthy sea voyages have also accelerated the shift to air transport.

Foreign cattlemen anxious to expand their own herds also have sent more cattle into the skies. They're responding to a growing demand for high protein food and see imports of U.S. breeding and feeder cattle as a way to bigger and better herds. Foreign governments, too, recognize the importance of expanding national livestock industries, and so are willing to lend financial help to cattle importers.

Meantime, the switch is on to specialized beef and dairy breeds. Until recently, foreign cattlemen depended almost entirely on dual-purpose animals for both meat and milk, and in doing so, sacrificed yield and product quality.

Some of the credit for increased air shipments goes to cattlemen in the tropics—or other areas of extreme climate—who look to U.S. herds for special breed characteristics. For example, U.S. Brahman and Santa Gertrudis are sought after in the

tropics since they can adapt to hot, humid climates.

Numbers, though, provide the real evidence for stepped-up air traffic of U.S. cattle. In fiscal 1975, inspectors okayed a record 24,000 cattle for export to nearly 50 countries other than Canada and Mexico, our biggest customers. (Though trade figures aren't broken down according to transportation means, estimates put the number moving by air at 70 to 90 percent.) This compares with around 22,500 head inspected for export to these markets a year earlier and only 11,700 in 1972. Last year Hungary imported 3,300 head to rank as the single largest overseas market.

Aircraft industry figures also testify to the sudden surge in cattle exports. Looking at tonnages, air shipments of cattle in calendar 1974 made up about 6,200 tons of a total 9,800 tons for all live animals shipped by air that year. This compares to an alltime high of nearly 7,000 tons in 1973 and only 1,700 in 1967.

The question of how to ship cattle by air is answered in part by a stretched DC-8 aircraft that takes on a barnlike environment through the use of built-in stalls or portable wire-sided crates. Specially designed ramps make easy work of loading the animals on these planes.

Where live cargo is concerned, ventilation stands as a critical factor. On some early flights, poorly designed pens and inadequate air circulation contributed to animal fatigue and mortality. Though most problems have since been overcome, shipping methods are still being tested and improved.

Air shipment of live animals can only take place from Government-approved ports of embarkation. Currently, 29 U.S. airports meet certain requirements, which include specially trained crews and large facilities to assemble and quarantine animals before export.

SURVEYSCOPE

To give our readers a clearer picture of the vast scope of SRS activities, Agricultural Situation presents a series of articles on special surveys undertaken in various States. While these are not national surveys, they are important to the agriculture in individual States.

"When the crop season is over, we literally have to go underground for certain statistics our users need," says H.M. "Scotty" Walters, Statistician in Charge of the Wisconsin Statistical Reporting Service.

Walters is referring to the Snow and Frost Depth Survey his office conducts biweekly during the winter months in cooperation with the University of Wisconsin and the National Weather Service. The survey, which is unique to Wisconsin, began back in 1960-61.

To collect survey data on a State-wide, uniform basis, Walters' office

enlisted the aid of funeral directors' and cemetery caretakers. Though accurate, earlier attempts to measure frost depths had proven tedious and suitable for only limited areas.

Statisticians have developed a mailing list of cemeteries and funeral homes in locations selected to give a good cross section of various soil types across Wisconsin.

As the survey gets underway, cemetery personnel answer questions about soil type, slope, exposure, and soil moisture conditions. Later in the season, they supply data on surface thawing.



Wisconsin cemetery personnel report biweekly on snow and frost depths, alerting farmers

Soil in cemeteries is usually covered with sod, which permits a uniform comparison of frost depths throughout Wisconsin. Frost levels recorded under cemetery sod represent minimum depths since frost penetrates deeper into bare soil.

Late February and early March generally bring the greatest frost penetration. Frost can travel as deep as 5 to 6 feet in some locations, but the deepest average ever reported was 40 inches in March 1968.

Snow depth is also an important factor in ground freeze. Frost tends to penetrate less, for example, in northern Wisconsin where snow cover is heaviest. Snow blankets this area with up to 100 inches per season, compared with around 30 inches in warmer parts of the State.

Survey results are released every other Monday, and contain information on current snow and frost depths, as well as comparative data from previous years.

The biweekly reports also carry com-

ments from reporters, a weather summary of the past 2 weeks, and State maps showing average snow and frost depths by areas.

Farmers, whose winter grains and hay seedings are susceptible to winterkill when there's too little snow cover, alternating periods of thawing and freezing, or if ice develops on their fields, follow the reports to keep informed of potential damage to their crops.

"Conservationists, hydrologists, and flood forecasters also follow our releases closely," claims Walters, "since frozen ground increases the chances of flooding and soil erosion during spring rains and snow melt.

"Contractors, industries, utilities, and engineers use the data when they need to install underground facilities like water and gas pipes below the frost line. And insurance companies and law firms frequently take advantage of our frost depth information in determining protection clauses and litigations."



and others to potential crop damage and possible flooding conditions during spring thaw.

NORTH DAKOTA DIALOGUE

The question never fails to pop up whenever farmers meet with SRS people. "What good do crop and livestock reports do me?"

That very reasonable inquiry surfaced in one form or another at each of the eight producer-SRS gatherings across North Dakota hosted last fall by the local county agents and the State Extension Service.

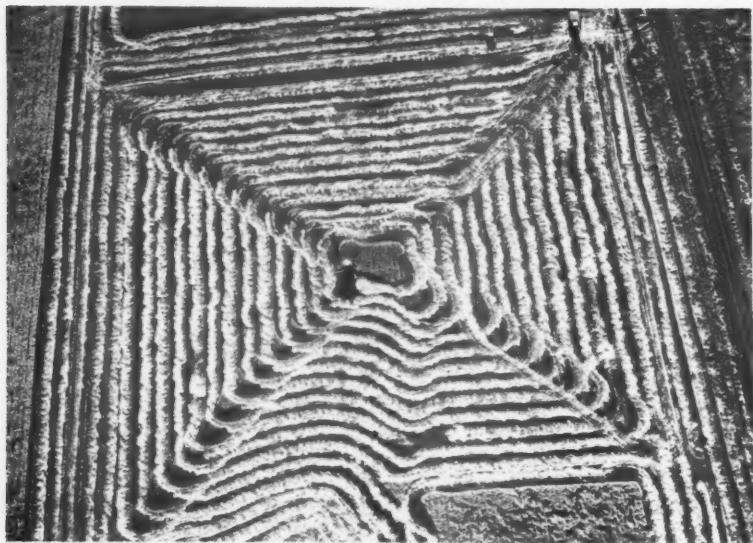
The question and associated ones about SRS's crop and livestock estimating program arise because of the natural inclination of producers to try and put a value on each piece of information they use in agriculture. Farmers want to evaluate agricultural estimates right along with a county agent's recommended changes in production practices. In addition, if the farmer participates in SRS surveys, he naturally looks for a return on this investment.

Although the apparent value of estimates to producers may be more

subtle than a new method of increasing spring wheat yields, the forecasts were shown to be just as economically important to North Dakota producers.

Farmers from Fargo, west to Valley City, Bismarck, and Dickinson, north to Williston, and then east again to Minot, Devils Lake, and Grand Forks asked their questions about crop and livestock reporting of Statistician in Charge for North Dakota, John Price, and his assistant Bob Vossen, and also of John Kirkbride, who heads the SRS unit in Washington, D.C., responsible for agricultural estimates. Another of the touring spokesmen was Dr. Hugh McDonald, Extension Grain Marketing Economist from North Dakota State University.

"In my opinion, farmers would be severely handicapped without SRS reports," McDonald told the



Many farmers attending last fall's meetings had just finished harvesting North Dakota's number one crop, spring wheat.

audiences. "You would be at a distinct disadvantage in selling your products. Price fluctuations would be extreme because of uncertainty and buyers would not assume the added risks. This would work against the farmer's price.

"SRS plays the role of mediator between farmer and buyer by supplying facts both can use," McDonald added. "Without the existing high quality of SRS estimates, buyers would generate their own information about production, supplies, and demand because of their many contacts throughout the marketing chain. But farmers, as somewhat isolated individuals, tend to be removed from the whole mix that goes into setting prices and establishing buying procedures. SRS helps stabilize the situation and puts farmers on an even level with buyers."

Kirkbride pointed out that one way to judge if estimates are useful is by the increase in demand for more information. He said that no longer is the producer satisfied with knowing how many cattle are in the country; now he wants to know how many cows are being kept for beef, how many for milk, the number of heifers kept for replacement stock, and the number of animals in various weight categories. A similar situation exists for crops.

In explaining the role SRS data play in the market, McDonald offered producers at each stop a short course in basic agricultural economics and outlined where the estimates fit into the picture. He cited the fact that there is such a vast number of buyers and sellers that no one group in farming can significantly influence or manipulate the market. Government controls are minimal or nonexistent. Farmers can get in or out of various phases of production when they choose.

"But possibly the most significant point that makes this competi-



John Price, Statistician in Charge for North Dakota, responds to farmers' questions about crop and livestock estimates.

tive market system work fairly," McDonald said, "is the availability of sufficient and reliable crop and livestock information for both buyers and sellers."

McDonald noted that the reports provide the starting point for projecting future production, supplies, demand, and prices. He added that the most important reason for farmers to use SRS estimates is because buyers do. The farmer who benefits most from statistics is the one who uses them the most.

John Price enforced the point that the reliability of the estimates depends to a large measure on the participation of farmers in surveys. Cooperation from those producers asked to respond to survey questionnaires provides statisticians with more raw data and bolsters the quality of the final estimates.

Briefings

RECENT REPORTS BY USDA OF ECONOMIC, MARKETING, AND RESEARCH DEVELOPMENTS AFFECTING FARMERS.

THIS YEAR'S TURKEYS . . . At the start of this year, turkey growers in 20 major producing States intended to grow 6% more birds than in 1975, according to SRS's Crop Reporting Board. That would lift production in these States alone to 127 million turkeys, compared with last year, when only 124 million turkeys were raised in the entire U.S.

OF FARMERS AND FEEDERS . . . At a time when most farm inputs climbed steadily higher, farmers paid fairly erratic prices for their feeder animals. Average annual prices for feeder cattle hit \$49.30 per cwt. in 1973, but have since plunged to a 6-year low of \$29.60. During 1970-75, baby chicks rose from a little over \$11 to \$14.50 per 100, but feeder hog prices shot from just under \$30 per cwt. in 1971 to about \$73 in 1973. And after dropping to around \$51 the following year, feeder hog prices surged to an annual average of nearly \$90 in 1975.

SEED PROGRAM REDUCED . . . SRS's Crop Reporting Board announced it has cut back on its seed estimating program. Acreage, yield, and production estimates for crimson clover have been dropped in Alabama, Tennessee, Georgia, and Mississippi, but will be continued in Oregon. As for red clover seed, only California has been deleted, with estimates to be maintained in 16 other producing States. The program adjustments stem from declining production in the affected States.

HEADED FOR RECORDS . . . The value of U.S. farm exports in fiscal 1976 is expected to hit a record \$22.7 billion—up from \$21.6 billion during fiscal 1975. Export volume should also shatter the previous record, thanks to hefty shipments of wheat, feed grains, and soybeans. Farm imports, forecast at around \$10 billion, will leave an agricultural trade surplus estimated at \$12.7 billion, a gain of \$700 million from fiscal 1975.

SLOWING DOWN . . . World cigarette output continues to climb, but at a slackening pace. While total production hit a record 3.7 trillion pieces

in 1974, the annual gain proved the weakest in 5 years. Experts say 1975 output probably rose at the same reduced rate. Blamed for the overall slowdown is the generally poor state of the world economy. Antismoking campaigns in most developed countries also continue to dampen cigarette sales.

FOREIGN FLAVOR . . . They may not taste any different, but today's cigarettes contain a lot more foreign tobacco than they used to. Tobacco from overseas accounted for 17% of all tobacco blended into the average American-made cigarette in 1974—versus only 7% in the early 1950's. Meantime, U.S. flue-cured's share retreated from 58 to 47%. U.S. burley tobacco pretty much held its own, but the share of Maryland leaf slipped from 2 to 1%. As they substituted foreign tobaccos for domestic varieties, U.S. cigarette manufacturers also reduced the total tobacco leaf in the average cigarette from 1.22 grams in the early 1950's to 0.87 grams in 1974.

FOR THE BIRDS . . . Researchers with USDA's Agricultural Research Service claim that by 1985, the South will have 3.5 billion broilers, 190 million layers, 288 million layer replacements, and 70 million turkeys. The birds are expected to consume 53% of all feed concentrates required by Southern livestock and poultry in 1985, versus 26% needed to fatten an estimated 4 million feeder cattle. The birds will also out-eat the region's 20 million hogs, which will put away only 16% of its total feed requirements.

MORE PHONES . . . By 1975, 90% of the Nation's farm families had telephone service, compared with 88% the year before. According to SRS's annual survey of rural telephone use, that brought the total number of farms with phones to an estimated 2.54 million.

BIGGER BILLS . . . Last summer, U.S. farmers paid a 10% bigger phone bill than a year earlier, with local telephone service costing an average \$7.90 a month. Arizona farmers faced the highest monthly bills, which worked out to \$11.10. Phone service in Oklahoma was a comparative bargain at roughly \$6.70 a month—the lowest average in the country.

BRIDGING THE GAP . . . Yeast may help fill what's become a fairly severe protein gap in the Soviet livestock industry. As part of its drive to boost meat production, the Soviet Government is pushing output of this

nonplant protein source for use in livestock feeds. In the past, lack of plant protein has hampered expansion of the Soviet livestock sector and thwarted strong Government efforts to increase meat consumption and better the average citizen's diet.

WHEN OLDER IS BETTER . . . A new publication by USDA's Forest Service can help you beat the high cost of modern housing. Entitled *New Life for Old Buildings*, the book tells how to determine when an older wood frame house is worth rehabilitating, and if it is, how to plan and do the actual renovation. The handbook, prepared by the Forest Products Laboratory, maintained by the Forest Service in cooperation with the University of Wisconsin, promotes the double advantage of lower cost housing and conservation of natural resources. For a copy of *New Life for Old Dwellings* (Agriculture Handbook No. 481), write the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Price is \$1.70.

FEWER FARMS . . . SRS's Crop Reporting Board says U.S. farm numbers in 1975 totaled 2,808,480—1% fewer than in 1974. Preliminary estimates put 1976 farm numbers at 2,785,780, down another 1%. Land in farms shrank slightly to 1,086 million acres in 1975, with a smaller decline expected this year. On the up side, though, is average farm size, which has climbed 47 acres over the past decade. Last year, the "average" farm sat on 387 acres—3 more acres than in 1974.

SURVEYING THE FOREST . . . USDA's Forest Service has developed a piece of equipment that could save the Government millions of dollars and speed up required surveying on National Forest lands. It's a new visual receiver to be used with a laser survey system to "sight" boundary lines between two points up to a mile apart no matter how rough the terrain or how dense the forest. On top of that, the device is accurate to within 6 inches per mile.

BETTER TRAVELING CONDITIONS . . . Scientists with USDA's Agricultural Research Service are testing a modular container designed for shipping livestock to overseas markets in "jumbo jets." The 20' x 10' x 10' aluminum pen features mesh floors, which allow maximum ventilation and remain dry and clean, giving livestock surer footing during loading and unloading. Pens currently in use have solid floors, which tend to block air circulation and pose a hazard for the animals. Use of the modular container system will also allow livestock shipments to be mixed with other types of containerized cargo.

Statistical Barometer

Item	1973	1974	1975—latest available data
Farm Food Market Basket:¹			
Retail cost (1967=100)	142	162	178 November
Farm value (1967=100)	167	178	188 November
Farmer's share of retail cost (percent)	46	43	41 November
Farm Income:			
Volume of farm marketings (1967=100)	112	111	117 2
Cash receipts from farm marketings (\$bil.)	86.9	93.5	98.0 2
Realized gross farm income (\$bil.)	95.3	101.1	106.2 2
Production expenses (\$bil.)	65.8	73.4	78.0 2
Realized net farm income (\$bil.)	29.5	27.7	28.2 2
Income and Spending:			
Disposable personal income (\$bil.)	903.7	979.7	1,079.1 2
Expenditures for food (\$bil.)	143.6	164.5	184.4 2
Share of income spent for food (percent)	15.9	16.8	17.1 2
Prices:			
Consumer price index, all items (1967=100)	133.1	147.7	165.6 November
Food (1967=100)	141.4	161.7	179.8 November
Food Consumption Per Capita:³			
Total (1967=100)	101.9	102.2	101.1 4
Animal products (1967=100)	99.0	101.6	99.4 4
Crops (1967=100)	105.3	103.1	102.8 4
Agricultural Trade:			
Agricultural exports (\$bil.)	17.7	22.0	2.2 November
Agricultural imports (\$bil.)	8.4	10.2	.8 November
Hogs and Pigs:			
Hogs and pigs on farms, December 1 (million)	61.1	55.1	49.6
Kept for breeding (million)	8.7	7.4	7.6
Market (million)	52.4	47.6	42.0
June-November pig crop (million)	42.0	38.9	35.8
Annual pig crop (million)	88.2	84.0	71.3
Value per head (\$)	60.40	45.10	80.30

¹Average annual quantities per family and single person households bought by wage and clerical workers, 1960-61, based on Bureau of Labor Statistics figures.

²Annual rate seasonally adjusted, third quarter.

³Civilian consumption only.

⁴Preliminary.

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